

INFORMATION REPORT

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COUNTRY East Germany

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SUBJECT Railroad Construction Projects

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SUPPLEMENT TO
REPORT NO.

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SOURCE

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1. The railroad bridge over the Elbe River near Doemitz was demolished at the end of the war. Approximately 200 meters of the superstructure of the bridge were destroyed and the trackage on the east side of the structure was dismantled.
2. The reconstruction of the railroad viaduct over the Neisse River in Goerlitz is making only slow progress. On 12 May 1953, about 20 workers were employed at the construction site. Three piers and four arches will have to be rebuilt. So far, only half of the first arch has been completed.²
3. Except for two demolished steel arches which have not yet been salvaged from the river, the eight damaged steel arches of the railroad bridge in Muskau have been piled up on land. Some of the structural units of the bridge are being repaired.³
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4. At a conference held in Riesa on 7 May 1953 between representatives of the Directorates General Motor Traffic and Roads, Railroads, and Shipping, Berlin, it was resolved that vehicular traffic on the railroad bridge over the Elbe River was to be discontinued by 1 September 1953 at the latest, because the bridge was to be double-tracked. The Directorate General Motor Traffic and Roads was ordered to have a temporary bridge for Highway No 162 constructed at Riesa by the date mentioned.⁴
5. Riveting work was still being done on the western span of the railroad bridge over the Oder River near Kuestrin. Work was being done in two shifts, each of 30 to 40 men.⁵
6. Loading ramps have been built at the Sattelstaedt and Hechtersstaedt railroad stations. The ramps will serve Soviet traffic to and from the large troop training grounds north of Eisenach.
7. A 3-km stretch of the single-track Lietzow-Glowe branch line has been completed. The branch line, which is already connected to the main line by a switch, is being built by the Bau Union Waren.⁷
8. On 16 May, source observed heavy construction activity on the railroad curve near Prenzlau.
9. A permanent transformer station will be built about 1 km west of Muehlenbeck instead of the mobile transformer station originally scheduled to be set up there. Construction work was started on 10 May. For the time being, a mobile transformer station will be

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25X1 set up near Karow.⁹ The entire Nordring Berlin will be provided with automatic section blocking devices in the course of 1954.

10. On 15 May, the single-track rail bypass around Horka railroad station was put in operation.¹⁰

25X1 1. Comment. This bridge over the Elbe River is on the zonal boundary. Its reconstruction therefore appears improbable for the foreseeable future. The structure is about 1,000 meters long and has 25 spans including a swing bridge section.

25X1 2. Comment. For last information on the slow progress of construction work on the railroad viaduct over the Neisse River near Goerlitz, 25X1

25X1 3. Comment. The reconstruction of this destroyed bridge over the Neisse River was included in the 1953 railroad construction program. 25X1

25X1 4. Comment. The previous road bridge in Riesa was destroyed. Vehicular traffic was therefore rerouted to the roadbed of the dismantled second track of the rail bridge.

25X1 5. Comment. This information refers to the double tracking of this bridge over the Oder River. Because of a shortage of construction materials the scheduled completion date of the project had to be postponed several times. 25X1

25X1 6. Comment. It is believed that these ramps will serve entraining and detraining operations of Soviet troop units coming from or going to the Koenigstahl training grounds. The two stations mentioned are on the Erfurt-Eisenach trunk line.

25X1 7. Comment. Information on the construction of this branch railroad line on Ruegen Island was transmitted previously. For last report, 25X1

25X1 8. Comment. This curve is probably built in conjunction with the reconstruction of the Templin-Prenzlau single-track railroad line. 25X1

25X1 9. Comment. Preparations for an electrification of the Nordring Berlin (Karow-Birkenwerder) for elevated train operations were reported previously. See

25X1 10. Comment.

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